VFR TERMINAL AREA CHART
MIAMI

VFR FLYWAY — MIAMI

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private (Pvt) - Non-public use having landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected — H

Unverified — U

Abandoned - paved having landmark value, 3000 ft. or greater — A

Ultralight Flight Park Selected — F

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules (SATR) or Traffic Patterns. Runways with Right Traffic Patterns (public use) • RP Special conditions exist. See Supplement. FSS - Flight Service Station. NO SVFR - Fixed-wing special VFR flight is prohibited. CT - 118.3 - Control Tower (CT) - primary frequency. • - Star indicates operation part-time. See tower frequencies - tabulation for hours of operation. ⊕ - Follows the Common Traffic Advisory Frequency (CTAF). ⊕ - Weather Camera. ATIS 123.8 - Automatic Terminal Information Service. AWOS-3 119.075 - Automatic Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports. UNICOM - Aeronautical advisory station. VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency. 25 - Runway Edge Lights: • - Lighting in operation Sunset to Sunrise. *L - Lighting limitations exist; refer to Supplement. 72 - Length of longest runway in hundreds of feet; usable length may be less. When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FSS — NO SVFR — FAR 91 — Location Identifier — NAME (PNAM) — ICAO Location shown outside contiguous U.S. — UNICOM — 125.0 — AOE — Airport of Entry

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class C Airspace (Mode C - 30 NM Veil Line)

Class D Airspace

40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

CLASS C — Class E (shc) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class D Airspace.

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher above surface Class G Airspace.

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace.

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated otherwise.

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

J220 — V66 — Total mileage between NAVAIDs on direct Airways

J319 — TK 313 — (Helicopter Only) — RNAV Waypoint

Prohibited, Restricted, and Warning Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

National Defense Airspace — Temporary Flight Restricted Area

DEZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR21 I-1 — VR Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 — OAKDALE — 382° 33.6 OAK — 123.6 — HOMER HOM

Underline indicates no voice on frequency. Crosshatch indicates Shutdown status. * - Operates less than continuous or On-Request. A/S/O/S/AWOS — Weather Camera. R - Receive only. 122.1R — MIAMI — FSS radio providing voice communication.

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

Frequencies above this line box are remoted to another FSS. Pilots in the area using low altitude voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC — VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, etc. — Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

1000 ft and higher AGL — Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area) — Above 200 ft AGL

Wind Turbine — Group Obstruction — Wind Turbine Farm — Elevation of the top above mean sea level / Height above ground — Under construction or proposed (Height or elevation unverified) — 2284 (184) — 2049 (1149) UC

Obstruction with high-intensity lights; may operate part-time — NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.) — G - Glider Activity — H - Hang Glider Activity — U - Ultralight Activity — UA - Unmanned Aircraft Activity — Parachute Jumping Area (See Supplement.)

STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL) — Marine Light — VPXYZ — VFR Waypoints — Space Launch Activity Area — 19E — Isogonic Line (2020 VALUE) — NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line — Aerial Cable — Antitrust Tower — 818 (Elevation Base of Tower) — Mountain Pass — 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Mountainous flight conditions may exist within and near mountain passes.

MIAMI TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NSN 7641014100133

NGA REF. NO. VFRTAMIAMI

BTF DATE 26078

CONTROL TOWER FREQUENCIES ON MIAMI TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BOCA RATON	0700-2300	118.425	121.8	121.125	
FORT LAUDERDALE EXEC	CONTINUOUS	120.9 239.3	121.75	119.85	
FORT LAUDERDALE/ HOLLYWOOD INTL	CONTINUOUS	119.3 257.8	121.4	133.0	
HOMESTEAD ARB	CONTINUOUS	133.45 379.55	121.75 275.8	132.275 269.9	
KEY WEST INTL	0700-2100	118.2 257.8	121.9	119.575	
KEY WEST NAS	0700-2200	118.575 340.25	121.7 336.45	307.025	ASR/PAR
BOCA CHICA FLD	O/T BY NOTAM	305.95 FCP			
MIAMI EXEC	0700-2300	135.9 (270°-050°) 134.9 (270°-050°)	121.7	124.0	
MIAMI INTL	CONTINUOUS	118.3 (270°-089°) 133.9 (090°-269°) 356.9	121.8 (MK 098°/12/36/248) 127.5 (09°/27/30) 348.6	119.15 (ARR) 133.675 (DEP)	
MIAMI-OPA LOCKA EXEC	0700-2100	134.675	120.025	123.9	
NORTH PERRY	0700-2100	120.1 254.3	120.45 254.3	135.475	
PALM BEACH INTL	CONTINUOUS	119.1 257.8	121.9 284.6	123.75	
POMPANO BEACH AIRPARK	0700-2100	125.4	121.9	120.55	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
MIAMI CLASS B	125.75 322.3 (270°-089°) 120.5 379.9 (090°-269°)	CONTINUOUS
FORT LAUDERDALE CLASS C	128.6 306.975 (091°-269°) 119.7 356.3 (270°-090°)	CONTINUOUS
WEST PALM BEACH CLASS C	128.3 317.4 (N) 125.2 343.6 (S)	CONTINUOUS
HOMESTEAD ARB	122.8 257.675 O/T - 125.5 354.1 MIA APP	0700-2300
KEY WEST NAS (BOCA CHICA FLD)	124.025 313.7 O/T -132.5 356.9 MIAMI CNTR	0700-2200

SPECIAL USE AIRSPACE ON MIAMI TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" in altitude means "To and including." SFC - Surface. NO A/G - No air to ground communications. Contact Flight Service for information.

* Other times by NOTAM. NOTAM • Use of this term in Restricted Areas indicates FAA and DoD NOTAM responsibility. See AIM. Other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY CONTACT FACILITY	FREQUENCIES
R-2916	TO 14,000	CONTINUOUS	MIAMI CNTR	
W-174 B	TO FL 700	INTERMITTENT 0700-2300 EST	MIAMI CNTR	
W-465 A, B	TO FL 700	INTERMITTENT 0700-2300†	MIAMI CNTR	
A-291 A	TO 2500	0600-2400	NO A/G	
A-291 B, D	TO 3900	0600-2400	NO A/G	
A-291 C	TO 2400	0600-2400	NO A/G	

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Entire area of this chart is within the Eastern Standard Time Zone +5 (+04T0) = UTC.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

For weather camera information visit https://weathercams.faa.gov

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

MIAMI CLASS B AIRSPACE

See back of this chart for procedural information within the Miami Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 / 30 — 70 - - - Ceiling in hundreds of feet MSL; 30 - - - Floor in hundreds of feet MSL

Floors extending upward from above a certain altitude are preceded by a dash. Operations at or below these altitudes are outside of Class B Airspace.

EXAMPLES OF CLASS C ALTITUDES

T / 30 — T - - - Ceiling is to but not including floor of Class B; 30 - - - Floor in hundreds of feet MSL

CTC MIAMI APP 125.75 OR 322.3

CTC MIAMI APP ON 120.5 OR 379.9

CTC PALM BEACH APP WITHIN 20 NM ON 128.3 317.4

CTC PALM BEACH APP WITHIN 20 NM ON 125.2 343.6

CTC MIAMI APP WITHIN 20 NM ON 119.7 306.3

CTC MIAMI APP WITHIN 20 NM ON 118.6 306.975

CTC MIAMI APP ON 125.75 OR 322.3

VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CONTACT MIA APP 125.5

VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CONTACT MIA APP 119.7

CAUTION: INTENSIVE MILITARY JET ACTIVITY CONTACT HOMESTEAD APP 123.8

CAUTION: INTENSIVE VFR TRAFFIC PILOTS NOT IN COMMUNICATION WITH AIR TRAFFIC CONTROL ARE ENCOURAGED TO MAKE REGULAR POSITION REPORTS ON 123.025

CAUTION LASER LIGHT ACTIVITY See Supplement

RED ROAD TRANSITION 3500' MSL OR AS ASSIGNED BY ATC CROSS MIDFIELD OVER MIAMI INTL

CAUTION HEAVY VOLUME JET TRAFFIC DESCENDING TO 5000' CTC MIA APP 128.6 ZMA 135.6

CAUTION: UNMARKED BALLOON ON CABLE TO 14,000 MSL

Warning: National Defense Operating Areas Operations hazardous to the flight of aircraft conducted within these areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTR routes shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted. Corridors and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current notices.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12 5

MIAMI OCEANIC CENTER FL 240 SFC 133.4 263.1

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-3 for intercept procedures. Additionally, if U.S. military fighter jets intercept aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency Areas) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,500 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the agencies listed above. Flights over Agency Areas may be made at lower altitudes when: 1) the operator is taking off or landing, or the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

MIAMI OCEANIC CENTER FL 240 SFC 133.85 319.1

2700 MSL

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

GROUND ELEVATIONS IN FEET 28 Sea Level

FLORIDA KEYS SCALE 1:500,000

O NAUTICAL MILES 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95
O STATUTE MILES 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175
O KILOMETERS 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175

VFR FLYWAY PLANNING CHART
MIAMI/SOUTH FLORIDA
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR DLG 138.8
NDB DCW 262
VORTAC PPS 121.8
NDB-DME RMW 320
VOR-DME KIP 110.7
DME PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class B/C Surface Area
- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
- 70 / 30 --- Ceiling in hundreds of feet MSL / Floor in hundreds of feet MSL
- Mode C (See FAR 91.215/AIM.)
- Class D Airspace
- 40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 6700

- IFR Departure Routes
- IFR Arrival Routes
- IFR Arrival/Departure Routes

OBSTRUCTIONS (Selected) (may be lit or unlit) 2049

MISCELLANEOUS Navigation Reference Point N25° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION 12256 Mountain Top or Peak and Spot Elevation

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE MIAMI AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE MIAMI AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE MIAMI CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM MIAMI APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT MIAMI VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

MIAMI CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Miami International Airport unless the pilot in command holds at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

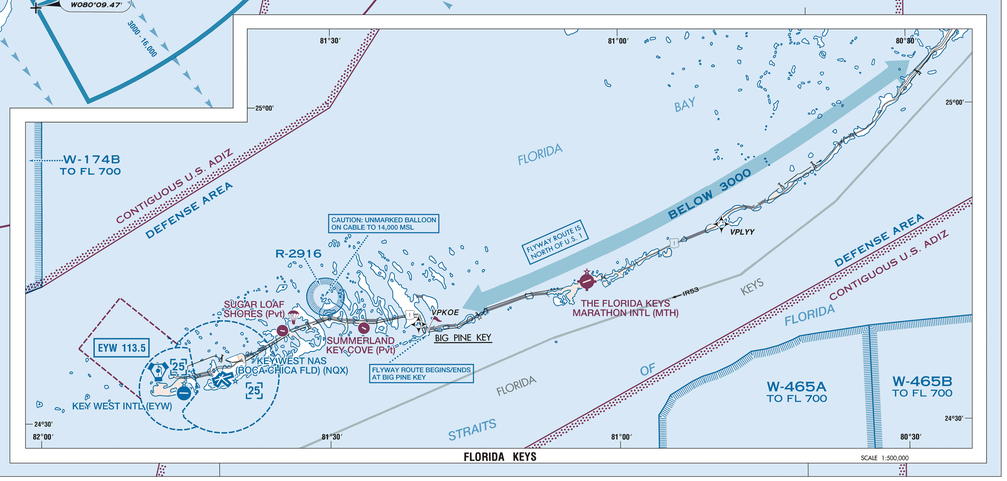
IFR FLIGHTS—Aircraft operating within the Miami Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

AIRGLADES (2IS)
LAKE OKEECHOBEE
BELLE GLADE STATE MUNI (X10)
20 MILE BEND PUMPING STATION
VORTAC PBI 115.7
WELLINGTON AERO CLUB (Pvt)
PALM BEACH INTL (PBI)
WEST PALM BEACH CLASS C
LOXAHATCHEE (Pvt)
OKEELANTA (Pvt)
DUDA AIRSTRIP (Pvt)
PALM BEACH COUNTY PARK (LNA)
BELOW 3000
PUMPING STATION (VPOBA)
BOCA RATON (BCT)
BOCA RATON INLET
BIG CYPRESS AIRFIELD (Pvt)
PUMPING STATION 7
A-291A TO 2500
WEST DIXIE BEND
SAMPLE LANDFILL
BEND IN THE SAWGRASS
POMPANO BEACH AIRPARK (PMP)
HILLSBORO INLET
POMPANO PIER
FORT LAUDERDALE CLASS C
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CONTACT MIA APP 119.7
26 MILE BEND
POMPANO SERVICE PLAZA
2000 OR BELOW
DEFENSE AREA CONTIGUOUS U.S. ADIZ
ATLANTIC
ARENA
FORT LAUDERDALE EXEC (FXE)
COMMERCIAL PIER
MODE C & ADS-B OUT 30 NM
ANDYTOWN TOLLGATE (VPEDY)
A-291C TO 2400
N26°05.67' W080°26.42'
DOWNTOWN FORT LAUDERDALE (DTL)
PORT EVERGLADES
DANIA PIER
BROWARD COLLEGE
FORT LAUDERDALE/ HOLLYWOOD INTL (FLL)
VOR-DME FLL 114.4
A-291B TO 3900
BELOW 2500
MIAMI CLASS B
HOLLY LAKE
POST OFFICE
TV ANTENNAS
NORTH PERRY (HWO)
HOLLYWOOD BEACH (VPACH)
FORT LAUDERDALE SHORE LINE TRANSITION CONTACT FLL TOWER 120.2 AT OR BELOW 500' MSL OR AS ASSIGNED BY ATC
N25°57.90' W080°27.63'
OPA-LOCKA WEST
GULFSTREAM PARK (VPMBO)
FORT LAUDERDALE OVERHEAD TRANSITION 2500' MSL OR AS ASSIGNED BY ATC CROSS MIDFIELD OVER FORT LAUDERDALE INTL
N25°55.39' W080°31.34'
DIRT TRACK
BEND IN THE BYPASS
GOLDEN GLADES INTERCHANGE
MIAMI-OPA LOCKA EXEC (OPF)
BAKERS HAULOVER
DADE-COLLIER TRAINING AND TRANSITION (TNT)
VPRBI
HIALEAH RACE TRACK
NORTH CEMENT PLANT
KROME AVENUE AND THE TRAIL
NO SVFR MIAMI INTL (MIA)
MIAMI (X44)
DHP 113.9
FORTYMILE BEND
GOVERNMENT CUT
VKZ 117.1
CAUTION HEAVY VOLUME JET TRAFFIC DESCENDING TO 5000' CTC MIA APP 128.6 ZMA 135.6
SOUTH CEMENT PLANT
CAPE FLORIDA LIGHTHOUSE
DADELAND SHOPPING CENTER
MIAMI EXEC (TMB)
RED ROAD TRANSITION 3500' MSL OR AS ASSIGNED BY ATC CROSS MIDFIELD OVER MIAMI INTL
SHARK RIVER TOWER
N25°40.33' W080°37.75'
CHICKEN KEY
BISCAYNE BAY
FOWEY ROCK LIGHTHOUSE
A-291D TO 3900
MIAMI HOMESTEAD GENERAL AVIATION (X51)
HOMESTEAD ARB (HST)
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CONTACT MIA APP 125.5
N25°29.17' W080°09.47'
SPEEDWAY
TURKEY POINT POWER PLANT
CAUTION HIGH PERFORMANCE MILITARY OPERATIONS 2000' AND BELOW
RANGER STATION (VPRNL)
OCEAN REEF CLUB (Pvt)
CONTIGUOUS U.S. ADIZ
OCEAN
N25°57.75' W079°58.17'